

employees related to protected species; and possible modifications to vessel traffic control and aircraft operations.

The DEIS will consider the cumulative impacts of Coast Guard assets operating together and in conjunction with other vessels.

No public meeting is currently scheduled. However, if comments indicate that a public meeting would yield useful data or opinions, the Coast Guard may schedule a meeting at a later date.

Dated: March 27, 1996.

J.A. Creech,
*Capital, U.S. Coast Guard, Chairman-
Endangered Species Act Compliance Team.*
[FR Doc. 96-7958 Filed 4-1-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review; Chico Municipal Airport (CIC) Chico, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed Noise Compatibility Program that was submitted by the City of Chico for Chico Municipal Airport (CIC), Chico, California, under the provisions of Title 1 of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150. This program was submitted subsequent to a determination by the FAA that associated Noise Exposure Maps submitted under 15 CFR Part 150 for Chico Municipal Airport where in compliance with applicable requirements effective April 23, 1993. The proposed Noise Compatibility Program will be approved or disapproved on or before September 21, 1996.

EFFECTIVE DATE: The effective date of the start of the FAA's review of the Noise Compatibility Program is March 22, 1996. The public comment period ends May 21, 1996.

FOR FURTHER INFORMATION CONTACT: Joseph Rodriguez, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Burlingame, California 94010-1303, Telephone (415) 876-2805. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is

reviewing a proposed Noise Compatibility program for Chico Municipal Airport which will be approved or disapproved on or before September 18, 1996. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted Noise Exposure Maps that are found by the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a Noise Compatibility Program for the FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the Noise Compatibility Program for Chico Municipal Airport effective on March 22, 1996. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a Noise Compatibility Program under Section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of Noise Compatibility Programs but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to maximum of 180 days, will be completed on or before September 18, 1996.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, Section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the Noise Exposure Maps, the FAA's evaluation of the maps, and the proposed Noise Compatibility Program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591.

Federal Aviation Administration, Western-Pacific Region, Airports Division, 15000 Aviation Boulevard, Room 3E24, Hawthorne, California. Mail: P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

Mr. Thomas J. Lando, City Manager, Chico Municipal Airport, P.O. Box 3420, Chico, California 95354-3916.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Hawthorne, California on March 22, 1996.

Robert C. Bloom,
*Acting Manager, Airports Division, AWP-600,
Western-Pacific Region.*

[FR Doc. 96-7968 Filed 4-1-96; 8:45 am]

BILLING CODE 4910-13-M

Savannah International Airport Savannah, GA; FAA Approval of Noise Compatibility Program and Determination on Revised Noise Exposure Maps

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Savannah Airport Commission under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On August 23, 1993, the FAA determined that the noise exposure maps submitted by the Savannah Airport Commission under Part 150 were in compliance with applicable requirements. On February 23, 1996, the Administrator approved the Savannah International Airport noise compatibility program. Most of the recommendations of the program were approved. The Savannah Airport Commission has also requested under FAR Part 150, Section 150.35(f), that FAA determine that the revised noise exposure map submitted with the noise compatibility program and showing noise contours as a result of the implementation of the noise compatibility program is in compliance with applicable requirements of FAR Part 150. The FAA announces its determination that the revised noise exposure map for Savannah International Airport for the year 1997, submitted with the noise compatibility

program, is in compliance with applicable requirements of FAR Part 150 effective April 2, 1996.

EFFECTIVE DATE: The effective date of the FAA's approval of the Savannah International Airport noise compatibility program is February 23, 1996. The effective date of the FAA's determination on the revised noise exposure maps is April 2, 1996.

FOR FURTHER INFORMATION CONTACT: Catherine M. Nemes; 1701 Columbia Avenue, Suite 2-260, College Park, Georgia, 30337-2745; (404) 305-7148. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Savannah International Airport, effective February 23, 1996, and that the revised noise exposure map for 1997 for this same airport has been determined to be in compliance with applicable requirements of FAR Part 150.

A. Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR) part 150 is a local program, not a federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

1. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

2. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

3. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

4. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Atlanta, Georgia.

The Savannah Airport Commission submitted to the FAA on May 8, 1995, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from July 1, 1992, through May 8, 1995. The Savannah International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on August 23, 1993. Notice of this determination was published in the Federal Register in September of 1993.

It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in Section 104(b) of the Act. The FAA began its review of the program on May 8, 1995, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall

be deemed to be an approval of such program.

The submitted program contained five proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Administrator effective February 23, 1996.

Outright approval was granted for the two land use (zoning) program elements. The runway use program was approved as voluntary. Modifying flight tracks was approved in part. This measure was not approved when restricted area R-3005 is active. Restricting engine run-ups was approved as a voluntary measure. These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on February 23, 1996.

B. The FAA also has completed its review of the revised noise exposure map and related descriptions submitted by the Savannah Airport Commission. The specific map under consideration is Exhibit 12-1 in the submission. The FAA has determined that this map for Savannah International Airport is in compliance with applicable requirements. This determination is effective on April 2, 1996. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those

maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps and copies of the record of approval and other evaluation materials and documents, which comprised the submittal to the FAA, are available for examination at the following locations:

Atlanta Airports District Office, Federal Aviation Administration, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2745.

Savannah Airport Commission, 400 Airways Avenue, Savannah, Georgia 31408.

Questions on either of these FAA determinations may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Atlanta, Georgia, on March 18, 1996.

Dell T. Jernigan,

Manager, Atlanta Airports District Office.

[FR Doc. 96-7936 Filed 4-1-96; 8:45 am]

BILLING CODE 4910-13-M

International Conference on Aircraft Inflight Icing

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of conference.

SUMMARY: The FAA is issuing this notice to advise the public of an International Conference on Aircraft Inflight Icing.

DATES: The conference will be held on May 6-8, 1996, beginning at 8:30 a.m. each day. Requests to make presentations at the working group sessions must be received by April 22, 1996.

ADDRESSES: The conference will be held at the Springfield Hilton, 5660 Loisdale Road, Springfield, Virginia, near Washington, DC.

FOR FURTHER INFORMATION CONTACT: Dr. James T. Riley, Federal Aviation Administration Technical Center (AAR-421), Atlantic City International Airport, New Jersey 08405; telephone (609) 485-4144; fax (609) 485-4005.

SUPPLEMENTARY INFORMATION:

Background

The conference is an integral part of the third phase of the response of the

Federal Aviation Administration (FAA) to an accident of a transport category aircraft in October 1994. The goal of this phase is to review current certification requirements, applicable operating regulations, and forecast methodologies associated with aircraft icing under varying environmental conditions. Also, the conference will include a review of major aspects of airworthiness when operating in icing conditions so as to determine if changes or modifications should be made to provide an increased level of safety.

One of the primary areas of concern at the conference will be icing due to supercooled large droplets (SLD) (or other icing conditions outside of the FAA icing certification envelope described in Appendix C of Part 25 of the Federal Aviation Regulations).

The conference has two primary objectives. The first is to provide a comprehensive survey of the state-of-the-art and knowledge in the area of aircraft inflight icing. The second is to provide recommendations for short-term actions in areas such as operations, training, and education and for long-term efforts such as research, development, and rulemaking.

The FAA is seeking to obtain technical information which can form a basis for ensuring safe operations when icing conditions exist in an area. To this end, the conference seeks to bring together experts in all relevant technical areas, some of whom will give formal presentations (based on the technical papers solicited in a Call for Papers or invited from recognized experts) in various working groups. Based on the technical information provided, the working groups will make recommendations as to short- and long-term action which may be warranted.

The recommendations of the conference will be used in preparing an FAA inflight icing plan with specific actions and milestones.

Requests To Make Presentations

Persons wishing to make a brief formal presentation at any of the working group sessions are requested to notify the FAA by April 22, 1996. The request should be made to the person identified under the caption **FOR FURTHER INFORMATION CONTACT**. Because of time limitations, the working group chair will review those requests and choose a representative number to address their working group. All individuals requesting to make a presentation will be notified as to the disposition of their request.

Conference Procedures

Persons who plan to attend the conference should be aware of the following:

1. Registration forms are available from SRM, Inc., P.O. Box 569, Kensington, MD 20895, telephone (301) 949-7477; fax: (301) 949-5154. There is a registration fee of \$40 for the conference, which includes a reception from 6:30 to 8:00 on Monday night and beverage breaks during the conference.

2. The conference will be held near Washington, DC at the Springfield Hilton, 5660 Loisdale Road, Springfield, Virginia. A block of rooms is being held until April 12. For reservations, call 703-971-8900 or 800-455-8667, and reference the FAA conference to get the conference rate.

3. The conference registration desk will be open from 6 to 9 p.m. on May 5 and beginning at 7 a.m. on May 6.

4. Sessions will be open to all persons who register. Attendees are requested to notify the FAA in advance if they plan to attend although lack of advance notification will not bar anyone from any session.

5. Only those recognized by the chair of any session will be permitted to speak.

Agenda

Monday, May 6

8:30 a.m.-2:45 p.m.—Plenary Session

Including presentations by national and international organizations addressing key issues associated with aircraft inflight icing.

3:00 p.m.-5:30 p.m.—Concurrent Working Group Sessions.

Working Group I. Ice Protection and Ice Detection: Determination of ice protection systems appropriate to specified aircraft characteristics and icing environments. Detection of icing conditions. Use of specially located or designed ice detector or of aircraft-specific "cues" to recognize SLD and other icing conditions.

Working Group 2. Requirements for, and Means of Compliance in Icing Conditions (Including Icing Simulation Methods): Applicability, limitations, and "validation" of icing simulation techniques, including icing and wind tunnel, icing tankers, analytical codes, and flight with artificial ice shapes. For all analytical and simulation techniques, discuss limitations and possible "validation" standards. Icing effects on aircraft aerodynamics, performance, and stability and control. Compliance with certification standards or aircraft "safe exit capability" requirements by means of flight in